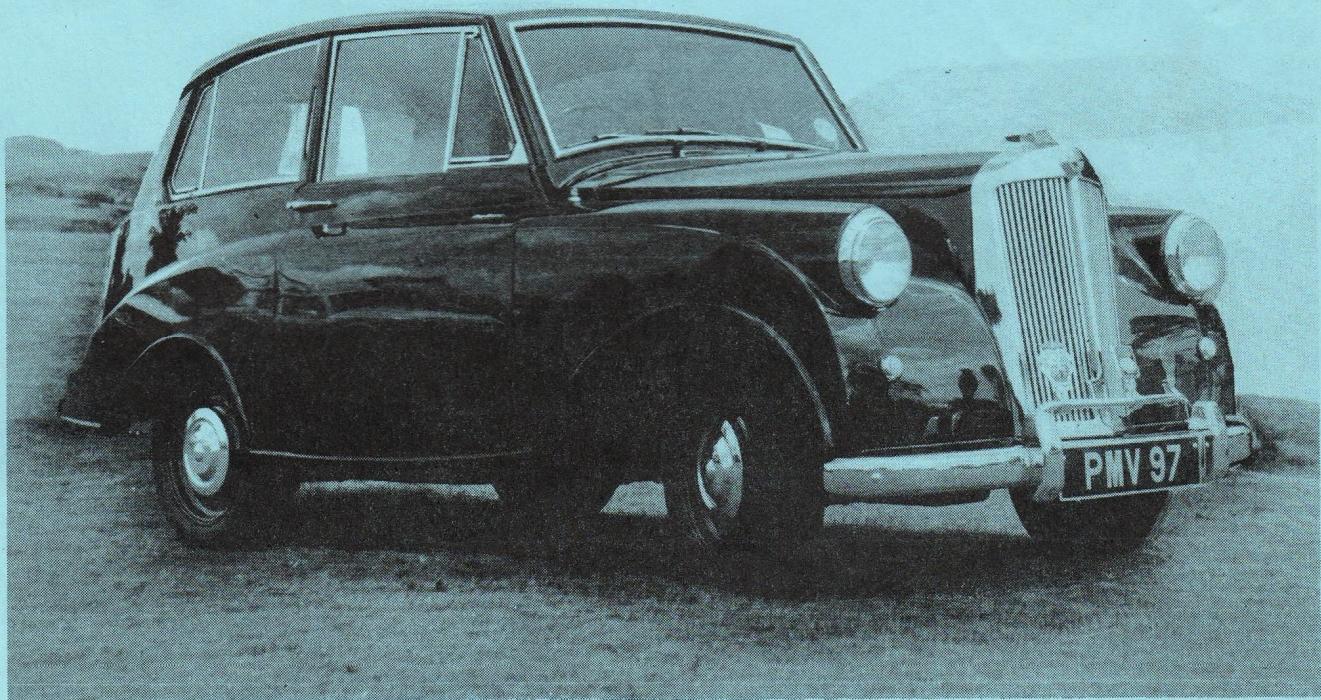


# TRIUMPH MAYFLOWER CLUB



(MEMBERSHIP) WORLD WIDE

SUMMER ISSUE 1989



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1989-90

CHAIRMAN.  
& CLUB SECRETARY.

Terry Gordon  
12 Manor Close.  
Houghton.Preston.  
Lancashire. PR5-0EN.  
(0254) 853469.

VICE-CHAIRMAN.  
& RALLY SECRETARY.

John Oglesby.  
33 Wroot Road.  
Finningley.  
Doncaster. DN9-3DN.

TREASURER.

Mike Webber.  
31 Phillips Avenue.  
Exmouth. Devon. EX8-3HZ.

SPARES SECRETARY.

John Gogay.  
18 The Close. Willmington.  
Dartford. Kent. DA2-7ES.  
(0322) 21493. after 7pm.

SECOND HAND  
SPARES SECRETARY.

Stephen Parnell.  
Stag Cottage. Wooton.  
Courtney. Nr Minehead.  
Somerset. TA24-8RH.  
(0643) 84253. after 7pm.

MAGAZINE EDITOR  
& ARCHIVIST.

Mike Hurst.  
39a Littleworth. Wing.  
Leighton Buzzard.  
Bedfordshire. LU7-0JX.

ORDINARY MEMBER No 1.

Tony Booth.  
26 Wharton Road.  
Headington. Oxford.OX3-8AH.

ORDINARY MEMBER No 2.

Edith Webber.  
31 Phillips Avenue.  
Exmouth. Devon. EX8-3HZ.

ORDINARY MEMBER No 3.

Reg Varney.  
32 Mackie Road.  
Filton. Bristol. Avon.

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When writing to a committee member and you require a reply, please enclose a  
**STAMPED ADDRESSED ENVELOPE**

*Please note that all the above committee members fulfil their posts in their spare time and not as a full-time occupation. So when contacting them other than by letter, please ensure that you choose a reasonable time of day*

# FLOWERPOWER

SUMMER EDITION 1989

## Contents

- Editorial
- AGM report
- Rally Reports
- Letters
- Body Shop
- Tech-Tips
- Sales/Wants
- Members
- Flower Survey
- Parts List

## Cover Story

This issue features a photograph of Ron Hagger's Flower.

ISSUES: SPRING, SUMMER, AUTUMN, WINTER

## EDITORIAL

It's been said that a new brush sweeps clean, and in some respects this issue of Flower Power is no exception with you new editor's first production after taking over from Paddy who has provided the club with sterling service in the past. My thanks to Paddy for his efforts.

As you can see the magazine has adopted a new look, with sections aimed to provide a range of information and reports, however, there is a limit to what I can produce without your help. Our club is quite small by comparison with others and your input is valuable, even the samlllest hint and tips on restoration, service or repairs may help another member struggling in a drak garage in the wilderness (possibly me). Odd methods of testing and repair are not always known to everyone as you might suppose - please write in and support YOUR magazine.

A brief explanation of what I hope we can include in the various sections is as follows:-

### Letters:-

Your jottings, write-ups, restoration stories, comments and criticisms will be published here.

### Body Shop:-

Hints, tips, information from members from magazines, periodicals, technical manuals covering body repairs and maintenance.

### Tech-Tips

This is intended to provide items of interest relating to the mechanical aspects of the Mayflower, engine, transmission, suspension etc.

### Sales/Wants

If you have a part to sell or pass on, or if you need a part then this is the section for you. Items on sale from our new spares secretary and items from our second hand spares secretary will also feature in this section.

### Membership

A current list of paid up members, new enrolments and any details of subscriptions will appear in this section. I also hope to include details of members car(s) in due course.

## NOW AVAILABLE **BODY SUPPLEMENT**

Fits into the Workshop Manual Ring Binder

**PRICE £4.00 + Post & Packing**

*Available from the Spares Secretary*

**MINUTES OF THE ANNUAL GENERAL MEETING HELD AT  
EATHORPE PARK, ON SUNDAY, 16TH APRIL 1989**

PRESENT: Terry Gordon  
Stephen Parnell  
Paul Norton  
D C Norton  
S P Smith  
Pete Smith  
Neil Kershaw  
Edith and Mike Webber  
John Oglesby  
Mike and Mary Hurst

Chair - Terry Gordon

Apologies from Peter Burdge, Reg Varney, Phil Hall, John Gogay, Peter Benfield, Jim Grundy and Tony Booth.

Minutes of Meeting last May 1988

Read by Terry Gordon, proposed by Mike Webber, seconded by Paddy - adopted.

No matters arising

Chairman/Secretary - No comment at this stage

**VICE CHAIRMAN/RALLY SECRETARY REPORT**

A pleasing rally year has passed. Last July at Sudeley Castle we managed a ten car turnout and I think it was generally enjoyed by those attending.

For the record, I have no wife and never have had, so she couldn't attend the T.R.O.C. dinner with me, as was inaccurately reported in "Flowerpower" No. 51.

I am hoping to make this year's rally an event with possibly T.M.C. joining T.R.O.C. for dinner on the Saturday night.

M Woods, (Stafford) is kindly looking into local B & B accommodation as he lives very close to Shifnal. This year's Rally is Sunday, 16th July at Weston Park.

In answer to the pleas of Northern members I am putting on a Northern Rally. Response to this will dictate whether or not this becomes an annual event.

Neil Kershaw of Craven Old Wheels Society, (T.M.C. member) has kindly allowed us to join C.O.W.S. at their rally this year eliminating egg on my face if nobody turns up.

The venue is Broughton Hall, Skipton on Sunday, 25th June. I am commissioning a challenge shield for this.

I have received a donation of £30 to buy two cups from a long standing member who wishes to remain anonymous. These are in hand. I would like to ask the committee about the prizes after the main business.

I attended the London Classic Car Show at Alexandra Palace on 25th March. We had Phil Taylor's Mayflower on the T.R.C./T.R.O.C./T.M.C. stand.

Jennifer Langton has asked T.M.C. to share the expenses for this event and I have the list and breakdown with me.

### TREASURER'S REPORT

Mike Webber presented the accounts to date which are attached.

It was proposed that £2,000.00 be put into a Building Society Account to earn interest. Paddy proposed, Mike seconded and the motion was adopted.

### MEMBERSHIP SECRETARY'S REPORT

Terry Gordon reported that there were 151 paid up members, (No. 579 now put on). Renewals are being paid throughout the year. No membership cards will be sent unless people send a stamped addressed envelope. "Flowerpower" is still forwarded to members. Following a discussion with Bill Bowes in the North East, some former members were re-joining the Club after an absence of some years.

There was then a discussion on the number of members, record of car, and why registration numbers dropped from the printout.

### SECOND HAND SPARES

Paddy reported that there was £234 in the Bank. Account produced as attached.

Prices had been obtained for the production of Dashboard knobs. These were as follows:- \$1.50 each for 10,000, \$3 each for 5,000 - Total of four knobs for dashboard \$15,000.

Prices for quarter light rubbers were equally high with a setting up charge which could be as much as £12,000. As the maximum required would be only 150 of each x 4 different quarter light rubbers - the only way to satisfy the need will be to invite members to put up capital for purchase of rubbers. Concern was expressed regarding this.

### MAGAZINE EDITOR'S REPORT

John Gogay has taken over printing and posting and is pleased to carry on. Paddy apologised for missing an edition of the magazine which had been unavoidable for personal reasons. There was also a shortage of material from members. Please can you submit your reports of Shows, Sightings of Mayflowers and items of topical interest to your new editor.

NOW AVAILABLE

## LOOSE LEAF WORKSHOP MANUAL

Reproduced Workshop Manual in PVC Ring Binder

Price £15.00 plus £2.50 post & packing

*Available from the Spares Secretary*

## **ELECTION OF OFFICERS**

Chairman:	Terry Gordon	proposed by Mike Webber seconded by John Oglesby
Vice Chairman:	John Oglesby	proposed by Mike Webber seconded by Neil Kershaw
Treasurer	Mike Webber	proposed by Terry Gordon seconded by Mike Hurst
Secretary	Terry Gordon	proposed by John Oglesby seconded by Neil Kershaw
<b>Ordinary Members:</b>		
(1)	Reg Varney	proposed by Paddy seconded by Mike Webber
(2)	Pete Smith	proposed by Paddy seconded by John Oglesby
(3)	Tony Booth	proposed by Mike Webber seconded by Mike Hurst
(4)	Neil Kershaw	proposed by Paddy seconded by Terry Gordon

## **Honorary Members:**

	Reg Varney	proposed by Paddy seconded by John Oglesby
Rally secretary:	John Oglesby	
Magazine Editor	Mike Hurst	
New Spares	John Gogay	
Second Hand spares	Paddy	

## **ANY OTHER BUSINESS**

Second hand spares to be collected from Penwortham Spares by Terry.

Magazine Editor to print list of compatible spares in next available issue.

Chairman to visit John Gogay re listing of available new spares.

Knobs - remanufacture to be further investigated

Rubbers - Mike to enquire of Taiwanese visitors.

Regalia, Car badges, window stickers, ties, tee shirts - prices to be sort - Terry to follow up.

Neil Kershaw referred to events. The National Rally and experiment to join with Craven Old Wheels Rally could lead to other joint ventures.

The Meeting closed at 4.25 pm.

## RALLY REPORTS

### NORTHERN RALLY

#### VICE CHAIRMAN'S RAMBLINGS

The rally season has once more been and gone. I was especially pleased by the good turn out for the Northern Rally. This was an enjoyable day and the club appreciate the help given to us by Craven Old Wheels Society.

The venue, Broughton Hall, was excellent with lots to see and do and even a fly past by a Spitfire.

We had eight Mayflowers and I feel this was marvellous for the first Northern Rally. Attending were:-

Mr and Mrs N Kershaw  
Mr H Hodkinson  
Mr T Liddle  
Mr W Davies  
Mr W Jaques  
Mr and Mrs B Fairless  
Mr W Gibson  
Mr C Maxwell (late entrant)

This was the list of members with cars, the two ladies mentioned were the car owners, Kate Kershaw and Elsie Fairless. Carl Maxwell appeared at the rally having only bought his car on the previous Tuesday. This caused much interest as it is the old model (1951) with small back window and the old style door handles. Two other members attended without cars, John Blundell and Jim Greenley.

The self-judged concourse resulted in the following winners:-

1st winner of the Fred Oglesby Concourse Award:-

JFY 251 - Mr W Jaques

2nd: JMW 974 - Mr H Hodkinson  
3rd: DBR 26 - Mr T Liddle

A close contender was Mrs Fairless who came fourth with a red mayflower. The longest owned Mayflower and in excellent condition was Bill Gobson's, he has owned the car since the late 1950's.

Many thanks to the North East members for showing such enthusiasm and support especially Bill Fairless for distributing the rally applications forms. Thanks to all attending, it was great to put a face to the names and get a chance to see the cars.

## WINDSCREEN RUBBERS

Windscreen, Side Rear Window and Door Surround Rubbers should be available by the end of September

*Details available from the Spares Secretary*

## NORTHERN RALLY PHOTOS



Parade of Flowers at Skipton



B Jaques 1st prize and H Hodkinson 2nd Prize display their awards

## NATIONAL RALLY, WESTON PARK

Again we had an excellent venue and the weather was marvellous. Many thanks are due to Jennifer Langton of T.R.O.C. who does most of the organising for the rally - I get off lightly by doing the driving tests and running around with forms. This year I was assisted in the driving tests by two judges from T.R.O.C. and nine year old Carlo who helped set out the course and measured distances with me. I was pleased to have the help and I think he enjoyed himself too!

Attendance was fair with eight Mayflowers as follows:-

NBP 550	- Mr R Florence
MDG 203	- Mr J Grimwood
PMV 97	- Mr R Hagger
WHK 107	- Mr N Kershaw
HSV 746	- Mr C Maxwell
XMG 7	- Mr J Preece
JFY 251	- Mr W Jaques
90 LTO	- Mr P Smith

The self-judging resulted in the following placings:-

FIRST:	R Hagger	- PMV 97
SECOND:	W Jaques	- JFY 251
THIRD:	J Preece	- XMG 7

Cleanest under Bonnet: R Florence - NBP 550

The prizes were presented by two founder members of the Club, Mr Derek Goodyear and Mr Ted Merry. I was very pleased they were able to attend the rally and present the prizes and I apologise to them for the lack of briefing I gave them, the prize giving was brought forward and I had to "throw them in at the deep end". Finally, I wish Mike Hurst all the best in his new job as Magazine Editor, I will be his greatest problem correcting bad copy!

**JOHN OGLESBY  
VICE CHAIRMAN/RALLY SECRETARY**

## RALLY PHOTOGRAPHS

Anyone with photographs of either the National or Northern Rally please send them to the magazine editor so that we can have an interesting display in the next issue of Flower Power!

DON'T FORGET

## SPARES ACCOUNTS

1988-1989

### **INCOME**

Sales of Spares	2,509.22
Credits	162.25
	<u>£2,671.47</u>

### **EXPENDITURE**

Stamps/Carriage	399.00
Printing/Stationery	330.93
Spares	439.54
Rent	130.00
Surplus	1,372.00
	<u>£2,761.47</u>

31st March 1988 General Account:	£2,336.77
31st March 1989 General Account:	£3,708.42

### **EDITORIAL OBSERVATION**

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The June issue of "British Car" in the USA carried a featured on the Mayflower in their 'Classic profile' section which was provided by Ritchard truett.

The article appeared in the Winter issue of Flowerpower and needs no further repeating. However in the sales section of the same magazine a 51 flower was on offer. Advertised as in excellent condition with lots of spares ,only needs a tune up ?.

The asking price was \$8000. now thats about 5000 at todays exchange rate!!!!

(I wonder what it would cost to ship a Flower)

## LETTERS

We have received a letter from the editor of "POPULAR CLASSICS" - a new monthly magazine which is to be launched in September at a cost of £1.30.

The magazine is being aimed at people who enjoy using classic cars rather than treating them as investments or collectors items, the magazine will feature full colour road test reports of popular post-war classics.

Detailed articles on classics, buyers information guides, readers restorations, and reports from Classic Car Clubs will be included in the magazine.

## LETTERS

Vicki Cowman,

Writes to us from New-Zealand giving an update on the restoration of her Mayflower, at the time of writing she was awaiting the return of her engine from her local garage. A head overall and the replacement of piston rings being required.

Vicki also tells us that she is a voluntary worker for the Motueka youth centre, and is in the process of organising an Arts & Crafts section which will include stained glass work, eather work ,tie dying and screen printing.

She is in the process of making a screen print of the Mayflower and is going to send one across to us once available, a visit to the UK may also be planned for November, if you do make it across Vicki do contact the club.



The photograph shows the Mayflower in the "as bought" condition.



Ref No: BMIHT/0289

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TRUST

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BMIHT UPGRADES ITS VEHICLE PRODUCTION  
RECORD TRACE SERVICE

British Motor Industry Heritage Trust is upgrading its vehicle record trace service - and increasing the charge simultaneously.

The service, which gives details of vehicles as they left the factory, is available mainly for post-1945 cars built by the companies that have been amalgamated to form the present Rover Group. The changes take effect immediately.

The information provided depends on what is available in the individual vehicle records, but typically includes the car/chassis number, original engine and body numbers, the car's specification, original colour, date built and despatched, its destination, any other numbers such as gearbox or rear axle numbers, and details of equipment and extras such as wire wheels, heater, type of tyres etc.

This information is now available to owners for £10 and comes on a specially designed BMIHT certificate which is suitable for framing. The document is embossed with the Trust's stamp and signed by the archivist, Anders Ditlev Clausager, as proof of authenticity. The new certificates are posted flat in hard-backed envelopes to minimise the risk of damage while in the post.

Commenting on the new certificate Peter Mitchell, BMIHT managing director said, "The original charge of £5 was proving to be uneconomic and as a Trust we have a duty to ensure that our services are self financing. However, we also decided that we would like to improve the presentation of the records so have produced a certificate which is both well designed and informative."

The Production Trace Service is available for the following cars:

Austin - most models from 1945 to 1968

Austin-Healey - 1953 to 1971

MG - 1953 to 1979

Morris - most models from 1928 to 1971

Mini - 1959 to 1968

Metropolitan - All models

Riley - 1953 to 1969 (1953 to 1955, Pathfinder only)

Rover - 1945 to 1979 (Cars only - not Land-Rover or Range-Rover)

Standard - 1945 to 1963

Triumph - 1945 to 1977

Vanden Plas Princess - 1959 to 1974

Wolseley - 1901 to 1930 and 1949 to 1975

NB. Please note that the service is only available for vehicles more than ten years old.

Anyone wishing to have the production record of their car traced should write to: Production Trace Service, British Motor Industry Heritage Trust, Castle Road, Studley, Warwickshire, B80 7AJ.

Reg. in England No. 1690117 Reg under the Charities Act 1960 No. 286575

-ends-

Issued on behalf of British Motor Industry Heritage Trust by:  
John Brigden, John Brigden PR, 41 Robyns Way, Sevenoaks, Kent  
TN13 3EB. Tel: 0732 740216. Fax: 0732 462359.

## BODY SHOP

### Fittings and removal of roof trim panels

The roof trim panels are in three sections and are fitted in the following order:-

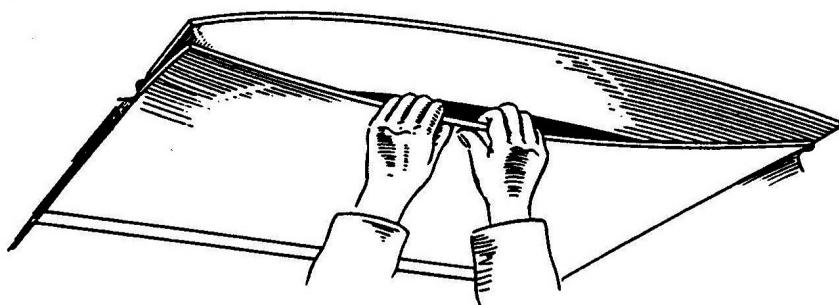
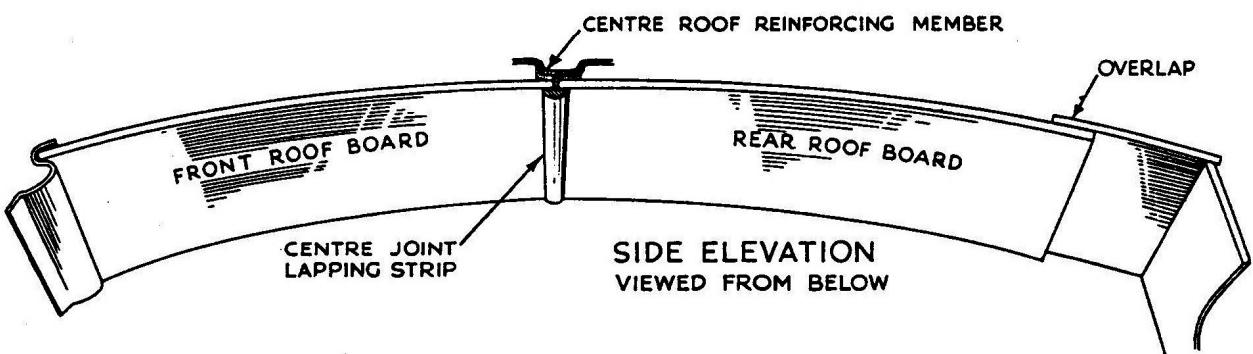
1. The front panel
2. Joined together to form one unit are the left and right hand back light quarter panels and short roof section.
3. Intermediate roof panel and one centre joint lapping strip.

### Method of fitting

Place the outer edges of panel number 1 over the left and right hand cant rails, in the inverted position, then spring panel upwards taking care not to break the millboard panel and push forward top screen moulding into correct position.

Next place panel number 2 assembly into position and pull the inner flange of the back light glazing rubber through the panel aperture and secure at the joint under the back light, with a plastic spacer. Secure both quarters with cup washers and screws.

Now assemble panel number 3 as with panel number 1 and finally push it forward over the centre joint strip.



DOWNTOWARDS PRESSURE  
AT POINT OF OVERLAP

### Method of removal

The method of removal is the reverse of the assembly method, first remove the roof light and use the aperture, to provide a grip with which to pull back the panel from the lip of the centre joint.

An additional strip of felt will be found between the trim panel and roof, to prevent rattle and vibration.

### Removal and refitting of quarter lights

The chromium plated frame, complete with ventilator, is secured from within by Parker-Kalon drive screws, which fit into nut plates clipped to the frame.

There are fourteen screws, which are hidden by a specially moulded lip on the rubber surround, four screws are equally spaced between the ventilator hinge post and the frame end, four more are directly opposed and the frame top, three at point A in the vertical member and three at point B.

Having removed the holding screws, the quarter light and rubber surround can be removed from the aperture.

When re-fitting, care must be taken to lift the covering rubber lip through the aperture and over the metal flange without causing damage.

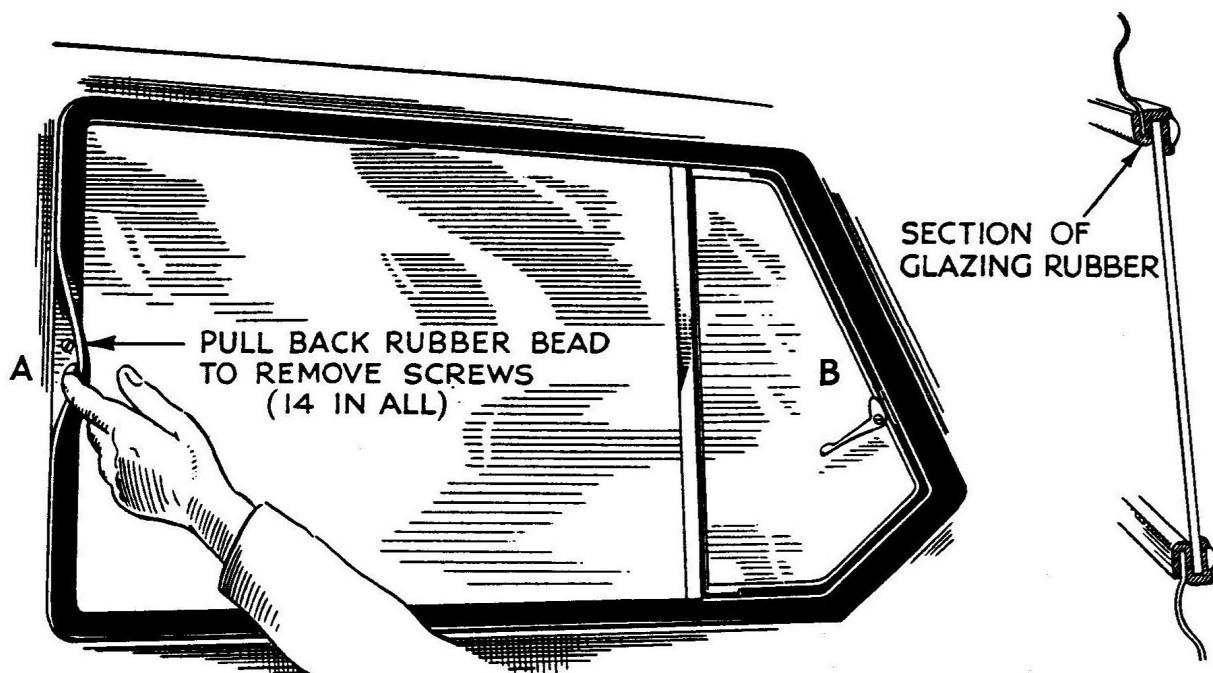


Fig. 15. Showing the rear quarter light rubber beading turned back to expose one of the fourteen Barker Kalon drive screws.

## Replacement of Windscreen

### 1: Exterior

Remove four chrome plated corner finisher plates from the trim, then lift out the chromium plated trim, raise the outer edges of the rubber surround from the retainer channel.

### 2: Interior

Use a suitable tool to break the seal between the rubber and the metal flange. The screen may now be forced out, by pushing forwards through the aperture. Considerable force may be required to perform this operation and an assistant will be required outside the car to prevent the screen falling.

### 3: To refit

Use a solvent to clean off any remaining sealer from inside the rubber surround and metal flange.

Apply a coat of Bostik sealant to the rubber channel, glass edge and metal flange, then allow it to become tacky.

Fit the rubber surround around the glass and offer into position whilst an assistant lifts the specially moulded lip on the rubber over the flange, from inside the car. (a piece of cord can be used)

The outer rubber lip should then be fitted into the retainer channel from outside the car.

The chrome plated trim and corner plates can then be re-fitted.

## **FOR SALE/ WANTED ADS**

This service is available free for all club members. Take advantage of it. It makes the magazine a lot more interesting as well as selling or finding that particular part!

Send your copy to the Magazine Editor. A small charge will be made if a photograph is required.

**TRY IT!**

**AT LAST!**

## **THE TRIUMPH RADIATOR BADGE**

**Price £7.00 + p&p**

*Available from:  
The Spares Secretary*

## TECHNICAL TIPS

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From : M.Hudd.

My engine has just been re-built, a job that involved a total strip down. In order to properly clean the oil gallery, two blanking plugs were removed, this had to be done by drilling them out.

The plugs which do not show up in the service manual are to be found at the front and rear of the engine block, behind the engine plates. I have never seen these plugs referred to in a parts list and I think that they must have been factory fitted without any notion that they would ever have to be removed.

However I have found a source of suitable alternatives, those being 1/4" hydraulic gauge plugs, they are used to blank off hydraulic and compressed air systems, taking the place of pressure gauges.

I bought two from a local hydraulic factors for 75p each and I can't see why there should be any problems in getting them in other parts of the country.

.....

If you have ever had problem releaseing seized and stuck brake cylinder pistons, this may help.

Releasing the seized piston without damaging the brake cylinder barrel can be difficult, however if you remove the snap-on grease nipple adaptor from the grease tube of a pump type grease gun, you may be surprised to find that the tube diameter and thread will fit a wide range of brake cylinder hydraulic inputs.

With the bleed valve closed just a couple of pumps with the grease gun will force out the most difficult pistons, leaving you with a de-grease and service job.

## FLOWER SURVEY

Believe it or not, we as a club are in the awkward position of not knowing how many Flowers are owned by members or even how many are roadworthy or spares/scrap value. Neither do we have an accurate record of registration numbers.

Would you help us to remedy this situation by completing this form and returning it to your editor, we will publish a list of the results in a later issue of the magazine.

NAME: .....

MEMBERSHIP NUMBER: .....

VEHICLE REGISTRATION NUMBER: .....

ROADWORTHY: .....(tick)

UNDER RESTORATION: .....(tick)

SCRAP/SPARES ONLY: .....(tick)

DETAILS OF 2ND OR 3RD CARS: .....

.....

.....

Please return this form to:-

Mr M J Hurst  
39a Littleworth  
Wing  
Near Leighton Buzzard  
Bedfordshire LU7 0JX

## FRONT HUB BEARING KIT

Inner and Outer Bearings and Grease Seal

PRICE £13.00 + P&P

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## THE TRIUMPH MAYFLOWER CLUB

Sir John Black, who presided over the expansion and success of the Standard Motor Company in the 1930s, was still firmly in control of the company at the end of the Second World War. The remains of Triumph had been acquired in 1944 and it was proposed that "Triumph Cars of Distinction" be produced to enable Standard to strengthen its position in the quality market.

The first post-war Triumphs (announced in 1946) were the 1800 Saloon and Roadster, which had traditionally coachbuilt bodies mounted on separate chassis frames. Work continued on a 10 hp Triumph and this was unveiled as the MAYFLOWER at the Motor Show late in 1949. Although in appearance it may have seemed little more than a short wheelbase version of the 1800 razoredge saloon, in its construction, it was very different, being the first Standard-Triumph car of unitary pressed steel construction. Mechanically, the car was something of a hybrid; its 1247 cc side-valve engine was derived from that used in the pre-war Standard Flying 10, its gearbox and rear axle were similar to those then in use in the Standard Vanguard, and its front suspension was later to be used in the TR2 and TR3 sports cars.

The Mayflower had only a brief production run before it was replaced by the more austere Standard 8 and 10. Although a number of minor improvements were introduced during the course of production, the external appearance of the saloon changed very little. There were however, two

interesting variants, which were made in small numbers. In October 1950 a drophead coupe was announced, but only ten were produced. The high cost of making these conversions from the saloon bodyshell led to the withdrawal of this variety in January 1951. Mayflowers were also assembled in Australia, where a "utility" (or pick-up truck) was produced by converting the saloon, using the boot lid as the tailgate. No surviving original examples of the convertible is known to the club.

Although Sir Stanley Black had insisted on razoredge styling (unusual in its application to so small a car) and presumably chosen the car's name in the hope that it would appeal to the American market, only 510 went to the United States. Nevertheless, out of a total production of 34,000, over half were exported. Mainly it seems, to the British Commonwealth and to Europe. Numbers are known to survive in Sri Lanka where they are apparently still in use as taxis

Volume production of the Mayflower was slow at first and did not get under way until 1950. When the car was tested by the motoring press, the journalists' initial hostility tended to disappear when they found it, not only practical and economical, but also built and finished to the high standards customary at Triumph. However, many people retained strong views on the styling, and even over 30 years later, Mayflowers are instantly recognised by those who might not ordinarily be able to tell one car from another.

## THE TRIUMPH MAYFLOWER CLUB

The Mayflower became a rare sight on British roads after the 1960s, and in 1974 two owners in Bristol started the Triumph Mayflower Club in the hope of uniting those with a common interest in the car. In a short time owners from all over the UK were joining and, as the knowledge of the club's existence spread, applications were received from the USA, Canada, Australia, New Zealand, and most European and Scandinavian countries. During the Club's first few years, over three hundred members were enrolled, and their individual efforts are now bearing fruit; each year more restored Mayflowers take to the road, and the quality of the restoration work is increasing all the time. The club adopted a new constitution at its AGM in 1978 and this now regulates its activities.

Large stocks of parts are held by the club and are available to members at reasonable prices. We hope that eventually, all the mechanical parts needed to keep the cars on the road will be stocked. Some surviving stocks of original parts are being located and bought, but it will soon be necessary to have some parts made. This is made possible using funds provided by the members through the Spares Loan Scheme.

Spares are not the club's only concern: a quarterly magazine "FLOWER POWER" is sent to all members. This contains articles of technical and historical interest, as well as more general items, for family reading, also sales and wants advertisements. From time to time lists of members are

published and the committee hopes that members will be encouraged to meet and get to know other Mayflower owners in their own area and thus provide mutual help and encouragement. To enable members to meet socially, the club organises an annual rally, usually in conjunction with the Triumph Razoredge Club. So that this will appeal to the whole family, this is held at locations offering something more than cars to see, eg Woburn, Blenheim and other similar places. Apart from the usual concours d'elegance, there are driving tests and motorised games for those who wish to take part. We co-operate with other Standard and Triumph owners' clubs, and are affiliated to Club Triumph Ltd which has close links with BL Cars, who are showing increasing interest and helpfulness.

Because of the widely dispersed membership, it is not possible to organise local meetings on a regular basis. The Annual General Meeting, usually held at a venue in the Midlands, being a central location, affords another opportunity to meet. The committee hopes that members will contribute some of their time and energies to what can be a rewarding pursuit.

You do not need to own a Mayflower to be eligible to join the club and apart from a handful of Honorary Members, there is only one class of membership. Ordinary membership is open to anyone, irrespective of age, who is interested in the Triumph Mayflower, together with their spouse and children.

## New Members

A warm welcome to all our new members. We hope you will enjoy your club and make a valuable contribution by sending any articles on Mayflowers (or motoring generally) or opinions, hints, etc, to the editor for inclusion in our magazine.

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### FOR SALE **1952 MAYFLOWER FOR RESTORATION**

Phil Hall and Reg Varney have checked out this Flower and have some knowledge of its previous history. Worth time and money to restore.

**£550 ono**

*Contact:*

**Paul Strover, 3 Syston Common, Warmley, Bristol**  
Tel: (0272) 673224 (home) or 600747 (work)

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### **STOP PRESS**

A Triumph Mayflower Australian Utility has been spotted in this country. More details in the next issue of *Flower Power*.

Also in the next issue we hope to publish a full list of members together with their car registration numbers.

Application for membership to the

# TRIUMPH MAYFLOWER CLUB



FULL NAME .....

ADDRESS .....

POSTAL CODE ..... TELEPHONE .....

Details of car:

BODY TYPE ..... SALOON/COUPE

COMMISSION No: ..... (on plate under bonnet)

ENGINE No: .....

REG No: ..... DATE FIRST REG'D .....

COLOUR ..... ORIGINAL ..... YES/NO

(If not, original colour) .....

INTERIOR COLOUR ..... LEATHER/VYNIDE

The "Triumph Mayflower Club's" financial year runs from April 1st to March 31st. Please note that applications can only be accepted for the current year.

Please find enclosed CHEQUE/POSTAL ORDER to the value of £ .....

**I AGREE TO BE BOUND BY THE REGULATIONS OF THE  
"TRIUMPH MAYFLOWER CLUB"**

Signature ..... Date .....

After you have completed and signed this form, please forward this application, together with remittance and a STAMPED ADDRESSED ENVELOPE to the MEMBERSHIP SECRETARY.

If you would like additional membership forms, for distribution to your friends, please indicate here ..... the number required.

FOR (TMC) CLUB USE ONLY

DATE ON WHICH CHEQUE/POSTAL ORDER WAS RECEIVED

MEMBERSHIP NUMBER

